

### **2.1.3 North 48<sup>th</sup> Street (“O” Street to Superior Street; 3.0 miles)**

Tables 5a and 5b summarize the results of the travel time studies conducted along North 48<sup>th</sup> Street. The limits of this corridor were defined by the intersection at “O” Street on the south and Superior Street on the north. For the majority of its length, this corridor is characterized by commercial land uses. Between “O” Street and Vine Street, it is further characterized by commercial “big box” type uses (e.g., Super Saver, Target, Best Buy). 48<sup>th</sup> Street is posted with speed limits of 35 mph south of Leighton Avenue and north of Adams Street and 25 mph between Leighton Avenue and Adams Street.

From the results of the “after” studies and from the standpoint of an overall corridor, average speeds along North 48<sup>th</sup> Street during the AM Peak and Midday time periods exceed 20 mph. Between the “before” and “after” studies, decreases in average speed were observed in the southbound direction during both of these time periods. From the results of the “before” studies, average speeds during the PM Peak time period were observed to be 19.0 mph and 16.7 mph in the northbound and southbound directions, respectively. Results from the “after” studies indicate that average speeds in the northbound direction increased to 22.8 mph while southbound average speeds remained relatively unchanged at 17.3 mph. Individual links that experienced average speeds less than 18 mph during the “after” studies are summarized in Table 6.

Similar to the 27<sup>th</sup> Street corridor, many of the segments that experienced low average speeds are links that are defined by a major intersection at the downstream end of their segment. The exceptions to this are the northbound and southbound links bounded by St. Paul Street at their downstream end. Probable reasons for low average speeds on these links are twofold; first, the posted speed limit between Leighton Avenue and Adams Street is 25 mph; second, left-turn lanes on 48<sup>th</sup> Street at St. Paul Street are not provided. Therefore, vehicles must perform their left-turn maneuver from the inside through lane on 48<sup>th</sup> Street. This causes additional through vehicles to ‘stack’ behind the left-turning vehicles and reduces the through capacity to a single lane. Section 2.2 will discuss operations at these intersections in further detail.

From the detailed link statistics, as provided in Appendix A, additional conclusions can be drawn for operations along the North 48<sup>th</sup> Street corridor. In the southbound direction during the AM Peak time period, the link between Superior Street and Cornhusker Highway experienced an average of 2.0 stops. This indicates that on several occasions, the study vehicle waited through two signal cycles at the intersection of 48<sup>th</sup> Street/Cornhusker Highway before continuing southbound. Operations similar to this occur during the PM Peak in the northbound direction at the intersection of 48<sup>th</sup>/Fremont Streets and in the southbound direction at the intersections of 48<sup>th</sup> Street/Cornhusker Highway, 48<sup>th</sup>/Holdrege Streets and 48<sup>th</sup>/"O" Streets.